

A

UNIFIED PLANNING WORK PROGRAM

in

TRANSPORTATION PLANNING

for the

BATON ROUGE, LOUISIANA URBANIZED AREA

July 1, 2005 - June 30, 2006

Capital Region Planning Commission

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INTRODUCTION

The *Fiscal Year 2006 Unified Planning Work Program (UPWP)* emphasizes a continuation of the planning and management activities conducted by the Capital Region Planning Commission (CRPC). The thrust of this work program continues to be directed at the evaluation of completed functional planning elements, and increased levels of implementation and coordination activity, including program development and major refinements to the Transportation Plan. Planning and management assistance continues to evolve from facility-based planning activities into comprehensive area-wide policies and objectives.

The functional planning efforts of CRPC have become increasingly sophisticated, more technically involved, and more closely tied to implementation and funding. The emphasis on functional planning activities at the local level is continued in the FY 2005 Unified Planning Work Program.

Primarily a management tool for planning and coordination, the UPWP provides the basis for cataloging and integrating CRPC's activities into general categories. This document delineates the programmatic and fiscal relationships essential for internal planning and programming of resources to achieve the stated goals.

The focus of the transportation planning activities is shown in Figure 1. This study area is composed of the City of Baton Rouge and the surrounding urban areas. The part of the area lying east of the Mississippi River includes the municipalities of Baton Rouge, Gonzales, Baker, Zachary, Walker, and Denham Springs, while that part west of the river in West Baton Rouge Parish includes the municipalities of Brusly and Port Allen. The estimated population of the study area is over 600,000. The area and population has increased due to recently released U.S. Census Urbanized Area information.

ORGANIZATION AND MANAGEMENT

The transportation planning activities are the joint efforts of the Louisiana Department of Transportation and Development (LA DOTD) and the Capital Region Planning Commission (CRPC). These activities are under the direction of the Transportation Policy Committee. This committee is composed of chief elected officials from Baton Rouge, Port Allen, Baker, Brusly, Zachary, Gonzales, Walker and Denham Springs and the Parishes of East Baton Rouge, West Baton Rouge, Ascension, and Livingston, in addition to members from the Louisiana Department of Transportation and Development, the Federal Highway Administration (non-voting member), CRPC, and the quasi-public Capital Transportation Corporation. The Greater Baton Rouge Airport Commission is a creation of the East Baton Rouge City-Parish Government and is represented on the committee by the Mayor-President of East Baton Rouge Parish.

As the guiding organization, the primary responsibilities of this Committee are:

- § Adoption of metropolitan goals and objectives
- § Review and evaluation of transportation plan alternatives
- § Selection of a plan for adoption
- § Adopting implementation priorities

As part of the review and evaluation function, the Transportation Policy Committee is the mechanism whereby appropriate consideration of social, economic and environmental factors relating to the individual plan elements will be ensured. Under the Transportation Policy Committee is the Technical Advisory Committee. It is through this committee that the individual planning activities of the participating agencies will be coordinated to produce multi-modal unified work elements. This committee is composed of engineering and planning representatives from highway, mass transit, air, and water transportation. Each involved political jurisdiction is represented, as well as members from the Louisiana Department of Transportation and Development and the Federal Highway Administration. It is the responsibility of the committee to:

- § Delineate the scope and responsible agency for the individual planning tasks
- § Coordinate the planning efforts and resources of the participating agencies and monitor the work progress of the tasks
- § Review plan element alternatives prior to submission to the Transportation Policy Committee

In addition, the Technical Advisory Committee will recommend to the Policy Committee changes in the Transportation Plan to achieve a balanced system consistent with prevailing socio-economic and environmental policies.

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STATUS OF AREA PLANNING

Comprehensive Planning for the Urbanized Area is being performed on two levels. The East Baton Rouge City-Parish Planning Commission is responsible for detailed comprehensive planning for a large part of the study area. This plan is updated on a periodic basis reflecting changes caused by the urban growth of the area. A major update referred to as the *Horizon Plan* took place during the early 1990's with CRPC/DOTD providing most of the transportation element and a major transportation model data variables update was completed in 1995. In addition, comprehensive plans have been or are in the process of being adopted for the municipalities of Baker, Brusly, Port Allen, Walker, and Zachary. On a regional basis, CRPC is responsible for initiating and updating the comprehensive plan and is now on a continuing planning phase.

Formalized transportation planning in the Baton Rouge area dates to as early as 1946 and was continued by periodic studies from that time. A significant expansion in scope and detail of planning was realized as a result of the *Federal Aid Highway Act of 1962* with the adoption of the *Baton Rouge Metropolitan Area Transportation Study in 1967*. As a result of this study, a *Transportation Improvement Plan* was adopted by the Transportation Policy Committee and has been reaffirmed by that committee annually. The current emphasis of activities is on the long-range plan update and short-range planning activities. The *Baton Rouge Metropolitan Transportation Plan Update* was completed during 1992, and the recommended long-range improvements through the year 2010 were based on forecasted trends in population, dwelling units, occupied dwelling units, retail employment, total employment and school enrollment. This *Long Range Plan* was updated in 1994, 1997 and 2001. The MPO study area was expanded in Ascension Parish in 1997, 2001 and 2004. The MPO network and data variables were updated to include this annexed area in 1998. The MPO network and transportation model reflect the new and expanded area. The area expanded again due to the new urbanized area as required by the new 2000 Census. CRPC is now in the process of updating the network and data variables for the Transportation Long Range Plan update.

The Capital Region Planning Commission has provided technical assistance to the Capital Area Transit System (CATS) since 1970, when the City-Parish of East Baton Rouge purchased the bus system from a private operator. Recent FTA planning related activities include route efficiency analysis, transit service computer model development, handicapped accessibility planning, safety and alcohol planning, financial analysis, and technical assistance for grant application.

Public involvement in the transportation planning process is accomplished through a number of actions as follows:

Public Outreach - All *Transportation Plan* and *Transportation Improvement Program (TIP)* developments, adoptions and amendments will be subject to public notification procedures as follows:

- Notification will occur at least thirty (30) days prior to adoption or amendment actions unless federal regulations require different actions.
- General **public notice** will occur in the local official paper of record for the

Metropolitan Area.

- All affected public government bodies, area Legislators, and other interested governmental entities will be notified in writing of pending actions. The MPO will maintain a list of civic, community and special interest organizations which will also be notified in writing of all impending actions. We use the list to initiate outreach efforts with these groups including civic clubs, churches, neighborhood organizations, etc. This list was initially developed by the MPO staff and is reviewed and updated annually. Organizations wishing to be added to or deleted from the list may notify the MPO in writing.
- Copies of all official documents are posted for public review in each local parish library in the metropolitan planning area, each main office of local government members, and in the MPO offices.

Public Hearing - A public hearing is held prior to the amendment or adoption of any plan or program. A response to all relevant comments received is included in the final draft of the plan or program prior to its adoption. Significant changes resulting from public comment to either plans or programs result in an additional comment period of thirty (30) days.

Transportation Technical Advisory Committee Meetings - The content of the Technical Advisory Committee reflects the variety of governmental, institutional, and transportation providers of the metropolitan area. Membership includes the parishes of Ascension, East Baton Rouge, Livingston, and West Baton Rouge, City of Baton Rouge, City of Baker, City of Zachary, City of Port Allen, Town of Brusly, City of Denham Springs, City of Walker, Greater Baton Rouge Airport District, Port of Greater Baton Rouge, City of Gonzales, the Louisiana Department of Transportation and Development, Louisiana Department of Environmental Quality, the Capital Area Transit System (CATS), and the Greater Baton Rouge Chamber of Commerce.

Transportation Policy Committee - The membership of the Policy Committee consists of the Mayors of the City of Baton Rouge, City of Port Allen, Town of Brusly, City of Baker, City of Zachary, City of Denham Springs, City of Walker, City of Gonzales, and the Parish Presidents from East Baton Rouge Parish, West Baton Rouge Parish, Livingston Parish, and Ascension Parish, representative from the Louisiana Department of Transportation and Development, Director of Capital Area Transit System (CATS), Director of Capital Region Planning Commission, and the Federal Highway Administration. Local plans and programs will be officially adopted by this committee.

Factors Considered in the Planning Process - Under the ISTEA and TEA21 legislation, the MPO has the continued responsibility of preparing and maintaining the long-range Metropolitan Transportation Plan, the Transportation Improvement Program and the Unified Planning Work Program. This year's work program represents a continuation of the strategic planning process begun with last year's work program. The focus continues to be on maintaining, improving, and utilizing the information resources collected by the MPO in the day-to-day transportation decision-making process. In addition, the 2005-2006

Unified Planning Work Program will continue to address the seven planning factors identified in TEA21 that must be considered by MPOs in developing transportation plans and programs. These factors are outlined below:

- Support the economic vitality of the United States, the states, and metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety and security of the transportation system for motorized and nonmotorized uses.
- Increase the accessibility and mobility options available to people and for freight.
- Protect and enhance the environment, promote energy conservation, and improve quality of life.
- Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.

ISSUES, PROBLEMS AND OPPORTUNITIES

Transportation has always had an influential impact on shaping urban growth patterns and lifestyles. Early development of transportation systems was directed toward providing a basic level of access and mobility. Recently, emphasis in the planning and implementation of transportation systems has been toward efficient movement of people and goods, and the resultant benefits to all population segments including the effects on development patterns, energy consumption, and environmental as well as other considerations.

Over time, the balance of emphasis has been steadily shifting from quantity to quality. Similarly, the issues, problems and opportunities have shifted away from the purely technical and now involve environmental, urban impact, and energy consumption considerations. Emphasis is currently on better management of what now exists within the constraint of limited resources. Within this context, the transportation planning issues confronting the CRPC Region include:

PROGRAMS= GOALS

Within the context of reduced federal prescriptive provisions, perceived local area needs and CRPC's overall role in transportation planning, efforts will be directed toward the following types of activities:

GOAL: Implementation of Balanced and Efficient Transportation Services for the CRPC Region.

- I. Maintain a transportation plan to serve as a guide for transportation investment and service decisions.**
 - Maintain a current CRPC Regional Transportation Plan

- II. Maintain current transportation system inventory and usage data.**
 - Maintain up-to-date estimates and forecasts of existing demographic and land use activity for input to transportation planning activities
 - Maintain current transportation system inventory and usage data

III. Evaluate local area transportation problems and develop recommended solutions.

- Inventory and evaluate traffic operations at problem intersections and assist in developing improvement projects
- Inventory and evaluate traffic operations on limited segments of existing roadways and develop traffic flow improvement recommendations
- Work with local units of government in the preparation of local transportation plans that identify existing conditions, needs, recommended projects and multi-year improvement programs

IV. Evaluate local area air quality transportation related projects and develop recommended solutions.

- Evaluate traffic operations and recommended highway improvements to determine their effect on air quality
- Work with local units of government in the preparation of local transportation plans that improve existing air quality conditions

V. Prioritize and program transportation projects to assure project funding and full utilization of federal and state funds.

- Develop and maintain an annual *Transportation Improvement Program*

VI. Assist in implementation of specific transportation projects.

- Provide assistance to local social service agencies to secure funds to purchase vehicles
- Assist in local community(s) and other agencies to identify and establish park-and-ride lot(s) for carpooling, vanpooling, and transit

VII. Provide transportation planning information and technical assistance in support of development and implementation programs.

- Provide transit planning assistance to CATS and local governments in the region
- Provide process-related assistance in arranging and conducting public meetings and issue identification and understanding
- Provide technical data and assistance to on-going transportation corridor and facility studies

VIII. Apply aSmart Growth® principles and tools to the transportation planning process.

- Create Range of Housing Opportunities and Choices
- Create Walkable Neighborhoods
- Encourage Community and Stakeholder Collaboration
- Foster Distinctive, Attractive Communities with a Strong Sense of Place
- Make Development Decisions Predictable, Fair and Cost Effective
- Mix Land Uses
- Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas
- Provide a Variety of Transportation Choices
- Strengthen and Direct Development Towards Existing Communities
- Take Advantage of Compact Building Design
- Provide connectivity of developments

**BASE STUDIES/
CONTINUATION OF ACTIVITY**

CODE A

OBJECTIVE

To provide for the short-term transportation needs in the CRPC region and to identify actions, including TSM measures, that rationally address problems. Included are portions of the long-range plan that require further detailing, planning for low-capital projects that require short implementation schedules, and evaluation of measures to improve the efficiency and effectiveness of the existing transportation system.

PREVIOUS WORK

Recent efforts in the area of short-range planning and TSM activities include:

- Development of quick-response techniques for corridor and intersection analysis and project implementation
- Efforts to establish a street maintenance management system
- Analysis of service changes proposed for CATS routes and a financial plan to reduce transit services
- Analysis of fare structure changes proposed for CATS
- Update of handicapped transportation services to comply with ADA regulations
- Development of a park-and-ride system in conjunction with other ridesharing services
- A Transit Development Plan
- Air Quality Conformity Analysis
- Analysis of Travel Demand Reduction/Operation Management Strategies
- A Management Information Service Study
- A CATS Marketing Plan

METHODOLOGIES

A-2 CONGESTION MANAGEMENT

TEA21 reinforces the requirement for congestion management planning. Also, since the passage of the *Intermodal Surface Transportation Efficiency Act of 1991*, all urbanized areas with a population exceeding 200,000 have been designated as Transportation Management Areas. As the designated MPO for Baton Rouge, CRPC is responsible for maintaining the Congestion Management Plan.

Within a transportation management area, transportation plans and programs are based on a continuing and comprehensive transportation planning process carried out by the MPO in cooperation with the State and transit operators. The transportation planning process within a management area must provide for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies.

The following actions were undertaken to complete the Traffic Management Center (TMC) Plan. This plan is referred to as the *ITS Master Plan for Baton Rouge*. This plan reflects the multi-jurisdiction function of traffic management to include the MPO parishes of East Baton Rouge, West Baton Rouge, Livingston and Ascension.

- Task 1: Coordinate and participate in team meetings. The Incident Management Team meets on a regular basis. Continue coordination between agencies to include reporting as a condition of participation in the TMC.
- Task 2: Continue to review studies related to traffic management and summarize recommendations, funding requirements, and implementation and operational responsibilities contained in each study. Develop a matrix which shows recommendations, by study, and by implementing and operating agencies. Identify areas of overlap and areas which are not covered in the studies relating to traffic management.
- Task 3: Continue to interview agencies which are responsible for implementing measures identified in Task 1 and determine either the degree of implementation or potential for implementation in the future. Discuss with appropriate agencies their position with regard to incorporating recommended measures as part of traffic management center strategies. This includes the willingness of agencies to provide staffing, and/or funding to utilize the measure as part of TMC operations.
- Task 4: Identify data and information needs for the TMC, and match needs with those agencies which are currently, or will in the future generate needed data and information. Determine how data can be communicated to the TMC, who needs access to the data at the TMC, and what degree of access is needed, e.g., "read only". Develop parameters for accessing and using data which can be incorporated

into agreements between agencies conceding use of data and information. Staff and other local team members will visit other facilities to observe the collection and ultimate use of data collected at the TMC.

- Task 5: Based on the preceding tasks, continue to develop an organizational chart for the TMC which illustrates roles, level of resources needed, reporting relationships, and management relationships between agencies which will participate in the TMC. These relationships would be defined and a suggested schedule for staffing and financial support of the TMC from each agency provided. This would form the basis of a written coordination and implementation plan to present to participating agencies for adoption.
- Task 6: Safety will be incorporated into the transportation planning process. Staff will avail itself of training courses made available by NHI and NTI, CRPC will develop structured relationships between agencies such as DOTD, LA Highway Safety Commission, Baton Rouge Area Safety Council and other units of local government. A committee structure will be developed to formalize the MPO relationship with these various bodies. The MPO process to develop a GIS system based on safety and accident data. All transportation modes will be captured in the data base and safety factors will be considered in plans, programs and projects.
- Task 7: Transportation security in a regional transportation context will be defined, investigated, and plans and programs, as developed, will be prepared. The interstate, regional road system, railroad, water and water systems, and high risk security land uses will define the regional context. All the transportation modes coupled with the petro-chemical corridors have a potential extreme high security risk. Facilities such as the port of Baton Rouge, several deep water private ports, a single railroad, bridge in Baton Rouge, railroad switching yards, the airport, and haz-met transportation routes, and petro-chemical plants along the river have potential security issues. A study that will measure the level and/or severity of security risk will be developed. Staff will seek training and networking with local, state, federal, and private entities in this area.

Planning efforts for a major downtown intermodal facility will continue during this program year. This task will provide the technical support needed for the implementation of the locally adopted Plan Baton Rouge. This effort will investigate the detail and technical ramifications of developing a downtown facility to include transit, rail, taxi, bicycle, pedestrian and other necessary considerations.

Emphasis will be placed on access routes to transit or other major destinations with priority being given to safety issues. Other areas of emphasis may include but not necessarily be restricted to:

- § Area Circulation Plans
- § Access Management Plans
- § Roadway and Intersection Improvements (Channelization)

- § Urban Goods Movement
- § TSM/TDM Actions
- § Safety Improvements
- § Parking
- § Corridor Analysis

RESULTS/PRODUCTS

An ongoing comprehensive Congestion Management System that provides strategy on technical data reports for selected routes, locations, systems and developed plans.

An optimization plan to administer and manage the rating and prioritization of traffic and other data collected at the TMC. A portion of these activities will be contracted to consultants through professional service contracts.

Responsible Agencies: CRPC, DOTD

A-5 ADA PLANNING

This work element will focus on *Americans with Disabilities Act* (ADA) planning. Major planning activities will focus on complying with the key provisions of the ADA, such as:

- § Public Transit authorities providing fixed route transit service must provide comparable level paratransit service to disabled individuals who cannot otherwise use the fixed route service
- § Transit authorities providing ADA oriented demand responsive service must also buy or lease accessible vehicles unless it can be demonstrated that the system provides a level of service to the disabled equivalent to that provided to the general public
- § New facilities built must be accessible and existing facilities with major alterations must be made accessible to the maximum extent feasible.
- § Assistance to the CATS Board of Directors ADA Committee

RESULTS/PRODUCTS

Reports, data, technical studies and staff recommendations to the CATS management, the Office of the Mayor-President and the Baton Rouge ADA Committee.

Responsible Agency: CRPC

A-6 CLEAN AIR PLANNING

According to the standards adopted upon the passage of the *Air Quality Amendments of 1990*, the Baton Rouge Urbanized Area has been classified as a *severe* non-attainment area for ozone. This has triggered new requirements that must be met. As a severe non-attainment area, there are certain requirements which must be met. Work tasks anticipated during this work program cycle include:

- § CRPC and DOTD staff will monitor any changes in the adopted Long Range Plan and the FY 2005 TIP. If changes are made which require a positive conformity finding and CMAQ analysis by FHWA, CRPC and DOTD staff will do a quantitative analysis of those changes using TRANPLAN/PPSUITE and MOBILE 6. No changes will be made to the TIP or the Long Range Plan unless FHWA approval is obtained upon their receipt of the quantitative analysis.
- § If necessary, CRPC and DOTD staff will do a quantitative analysis of all projects which are part of the FY 2006 TIP and a general reassessment of the relative feasibility of selected transportation control measures.
- § CRPC will monitor regulatory developments at the federal, state, and local level related to transportation/air quality and advise through monthly reports of developments that might impact their planning activities. CRPC will investigate the reclassification impacts of other areas through site visits and other means.
- § CRPC will implement public education/outreach on transportation/air quality issues. This may include presentations, media events, seminars, conferences, informational/promotional materials, etc.
- § Air quality planning technical assistance will be provided to implement an Ozone Action Program throughout the ozone non-attainment area. CRPC representatives will continue to meet with employers, public entities and special interest groups to develop episodic, seasonal and on-going air quality programs and provide as *needed* assistance to existing company programs.
- § Participation by CRPC in the Greater Baton Rouge Clean Cities Coalition to promote clean fuel vehicles and supporting infrastructure will continue.

In addition to the above tasks, CRPC and DOTD staff will work to supply DEQ staff, as required, with information regarding the emission reduction potential of transportation control measures related to criteria pollutants and their precursors, including but not limited to:

- § Improved public transit with neighborhood circulators, special transit shuttles and experimental service

- § Transportation Reference Information Program that schedules trips with rolling stock optimization
- § High Occupancy Vehicle (HOV) Lanes
- § Employer based transportation management plans
- § Trip reduction ordinances
- § Traffic flow improvement programs which achieve emission reductions
- § Park-and-ride facilities
- § Programs which limit or restrict vehicle use through parking restrictions or other TCMs in downtown areas or other areas of emission concentrations
- § Programs to limit portions of road surfaces to use by non-motorized vehicles (bicycles or pedestrians)
- § Programs to control extended idling of vehicles
- § Programs to reduce motor vehicle emissions
- § Flex-time and compressed week programs
- § Alternative fuel programs
- § Other programs such as Clean Cities Program

RESULTS/PRODUCTS

Conformity analysis for air quality of the TIP and Metropolitan Transportation Plan and a qualitative analysis.

A portion of these funds may be contracted to a consultant through a professional contract.

Responsible Agencies: CRPC, DOTD

A-9 MODEL ENHANCEMENTS

Section 51.452(b)(1) of the *EPA Conformity Rule* of November 24, 1993, stipulates a number of enhanced air quality modeling requirements for areas classified as serious and above for ozone non-attainment. These requirements include the following:

- § Time-of-day/peak-period travel demand and travel times must be provided
- § Travel speeds must be empirically based
- § Model-produced speeds must be validated through use of a post-processor analytical

methodology

Baton Rouge, as a severe non-attainment area for ozone, must address these enhanced modeling requirements. It is CRPC's objective to continue to review and analyze existing travel demand and air quality models together with this Federal Legislation in order to determine feasible enhancements to the modeling procedures that are used in Baton Rouge. CRPC will continue the processing of the 2000 Census data. Work tasks anticipated during this work program cycle continue as follows:

- § A consultant will provide training and modeling to CRPC staff on various air quality modeling requirements as related to regional travel demand modeling.
- § Existing Federal legislation and new EPA standards/regulations will be reviewed to determine exactly what enhancements are required to the current air quality modeling procedures.
- § Continue to work with the current CRPC validated model. This effort may include an audit to be conducted by the post-processor model developer.
- § Feasible enhancements to the CRPC modeling procedure will continue to be implemented.
- § Documentation will be prepared highlighting the CRPC modeling accomplishments.
- § Develop TRANSCAD Transit Model for CATS to generate most efficient routes, project ridership increase, costs analysis, etc.
- § Enhanced modeling will be used to extend and enhance our capabilities in advanced Congestion Management Systems (CMS) planning and implementation.

RESULTS/PRODUCTS

Training of staff, an audit of the post-processor model development of an enhanced model, a status report of modeling accomplishments, and transit modeling.

A portion of these funds may be contracted to a consultant through a professional services contract.

Responsible Agency: CRPC

A-11 DEVELOPMENT OF TRANSPORTATION PLANS AND PROGRAMS

CRPC staff will evaluate the factors described below to determine their applicability for further analysis and implementation in developing transportation plans and programs.

- § Preservation of existing transportation facilities including using existing facilities more efficiently
- § The consistency of transportation planning with applicable federal, state, and local energy conservation programs, goals, and objectives
- § The need to relieve congestion and prevent congestion from occurring
- § The effect of transportation planning on land use and development, and the consistency of transportation plans and programs with short-term and long-term land use and development plans
- § The programming of expenditure on transportation enhancement activities
- § The effects of all transportation projects without regard to whether such projects are publicly funded
- § Access to ports, airports, intermodal transportation facilities, major freight distribution routes, monuments and historic sites, and recreation areas (One or more of these model functions will be selected for preliminary study to determine the impacts of intermodal development.)
- § The need for connectivity of roads within the metropolitan area with roads outside the metropolitan area. It is possible that work on extending major corridors and loop assessment will be conducted.
- § The transportation needs identified through use of management systems
- § Preservation of rights-of-way for construction of future transportation projects
- § The use of life cycle costs in the design and engineering of bridges, tunnels, or pavement
- § Methods to enhance the movement of freight
- § The overall social, economic, energy, and environmental effects of transportation decisions as described in the transportation goals section
- § Methods to expand and enhance transit services and to increase the use of such

services

- § Capital investments that would result in increased security in transit systems
- § Major thoroughfare plans and transportation area plans/programs including state planning initiatives
- § Plans, programs, projects to address freight, safety and security on an intermodal scale.
- § Safety and security will be included as factors to consider in the development of plans and programs.

RESULTS/PRODUCTS

Technical services for local governments, TAC and TPC for specific plans and program input into the transportation planning process. The formation of an Intermodal Planning Committee that will interface MPO with the DOTD intermodal Committee will be pursued.

Responsible Agency: CRPC

A-14 DATA BASE MAPPING

There are currently several types of map bases used for transit and highway planning purposes. The *Transportation Equity Act (TEA21)* requires that planning efforts utilize an inter-modal approach. It is believed that a Geographical Information System (GIS) that could accommodate both public and private sector data would cost less to maintain, provide a high level of credible information, and provide a wide variety of economic and non-economic benefits. This element will continue the effort CRPC has put forth to map critical information for transportation planning purposes. General mapping areas include the following:

- § ADA Demand Response Corridors and client locations
- § Transit stop locations and related intermodal information
- § Major trip destinations and origins
- § Major employment areas
- § Transit routes, park-and-ride lot information
- § Title VI and related mapping requirements
- § Identification of congested corridors and proposed TCM actions

- § Maintain and monitor land use information in our transportation planning activities
- § Data base material updated using ArcView, ArcGIS and TRANSCAD

RESULTS/PRODUCTS

Preparation of technical mapping/data in both manual and computer generated form as appropriate in support of CRPC=s overall planning and transportation work program. Coordination and standardization of map content, data collections and dissemination system for CRPC and CRPC=s public involvement process.

Responsible Agencies: CRPC, EBR City-Parish

OBJECTIVE

To develop and maintain, on the appropriate update cycle, the basic data essential to transportation planning activities. Such a data base represents current conditions within the study area and permits comparison to previous as well as forecast periods to determine the impact on the planning process. Types of data to be maintained include trends in demographic and land activity; the transportation system level of service, utilization, impacts on the natural resource base, particularly air quality and energy, and travel survey data.

PREVIOUS WORK

The data base presently maintained includes an historical description of the region's demographic and economic characteristics, with emphasis on those factors affecting trip making, travel location and transportation funding capability.

As part of the activities related to the regional transportation plan, work on the base year 1988 data variables was completed in 1991, along with future year forecasts through 2015, updated in 1995 and 1997, and presently extended to 2029. Data variables compiled for their use in the transportation plan include population, total dwelling units, occupied dwelling units, retail employment, total employment, and school attendance.

As a result of CRPC's *By-Pass Feasibility Study* and the work by the East Baton Rouge Planning Commission, transportation data variables by traffic zones were updated to reflect recent changes in land use patterns. The base year is 1997 using available census data, Department of Labor employment information, and Department of Education school attendance.

Essential to the identification of the location of the population base within the CRPC study area and the transportation facilities serving the travel demand generated by residents of the study area is the establishment and maintenance of adequate base maps, aerial photos, and traffic count volumes. Base maps were updated as part of the FY 1998 UPWP, and traffic count maps were published in 1996, 1998, 2000, 2002, and 2004. The next traffic count map will be updated in the Spring of 2006 and published during the Summer of 2006.

RESULTS/PRODUCTS

The CRPC and EBR City-Parish Planning Commission conducted a major land use plan update during 1999 and 2000.

METHODOLOGIES

B-1 LAND USE AND SOCIO-ECONOMIC SURVEILLANCE

This work element will include:

- CRPC will continue to obtain current traffic data at selected locations. This information, which will be used in the development of design data and for air quality purposes. It will include: intersection turning movement peak hour traffic counts, daily 24-hour traffic counts, and classification breakdown of those counts.
- CRPC will continue to evaluate impacts of land use and socio-economic changes in the Transportation Study Area. Land use base maps updated during previous work programs will be kept current. Land use variables forecasted through 2032 have been adjusted and modified. This computer file of base year and future year data variables will be maintained by CRPC. Changes to the data file, as necessary, will be supplied to DOTD.
- CRPC will continue to maintain all maps related to the Transportation Management Area (TMA), the Urbanized Area, the functional class system, and the study area traffic zones.
- CRPC has exchanged electronic and digital versions of the *Long Range Transportation (Major Street) Plans* and will continue to coordinate its transportation planning efforts with *Horizon Plan* land use and street plan activities.
- Land use surveillance activities throughout the study area will be evaluated to determine if forecasts appear to be consistent with actual conditions. CPPC will assist in collecting land use data. They will also assist in processing and forecasting data variables for the CRPC travel demand forecast model.

RESULTS/PRODUCTS

An updated database and maps of existing and future land uses have been developed in concert with local planning agencies for use in long range comprehensive planning, transportation planning, air quality planning, and individual project assessments. This effort will continue.

Responsible Agencies: CRPC, DOTD, EBR, CPPC

B-2 TRANSPORTATION SYSTEM INVENTORY AND PERFORMANCE MONITORING

The street inventory maintenance system developed under the *Needs Assessment Task*, in previous work programs, requires a data gathering system. Maintenance of this data gathering system will be the responsibility of the East Baton Rouge City-Parish Department of Public Works and shall include:

- Selective placement of traffic counters to update traffic counts according to a pre-established schedule. These counts will be coordinated with the selective surveying of travel characteristics such as occupancy rates, vehicular mix, speed runs along major arterials, special traffic counts at major traffic generators, update of ADTs, etc. This surveillance effort will be coordinated with the State's traffic count program. The information from this surveillance is used in Congestion Management projects, future updates of the Long Range Transportation Plan, and in development of the CRPC *Traffic Count Map* and directory. The purchase of additional traffic counters, computer hardware and software, and other hardware items to support this data gathering system is included.
- Phase I of the *Incident Management Program* for East Baton Rouge Parish was completed previously. This phase provided a number of strategies and recommendations to manage incidents on the Interstate highway system. Many of the recommendations from the Phase I document have been successfully implemented and are in progress at this time. During *Phase II* these various ideas will be tried and evaluated. The goal is to determine the most feasible recommendations that can be implemented immediately and identify those that should be included as the program is further developed. This will require a coordinated effort between the various agencies involved in order to ensure success.

RESULTS/PRODUCTS

Updated traffic information (existing and future) for all project level planning, programming and design activities.

Responsible Agencies: CRPC, EBR City-Parish

OBJECTIVE

To review the adopted transportation system plan, maintaining a twenty-year planning horizon, while providing the detailed plan information required by implementing agencies. Such activities use the regional data base derived under the surveillance and base study elements previously developed. The adopted transportation plan is subjected to review and reappraisal to reflect changes in development trends and new forecasts and policies. The travel simulation models must be evaluated and modified as appropriate to assure sound planning techniques are employed. In addition, refinement and detailing of the plans are prepared to provide facility design and system utilization information for the implementing agencies.

REVIIOUS WORK

Work on the "Baton Rouge Metropolitan Area Transportation Plan Update" was completed during FY 1992. CRPC and DOTD worked closely with the Consultant, the RBA Group, on various phases of the study. The study area was modified and some thirty-three (33) traffic zones were added. Traffic zone boundaries were modified to correspond with census tract boundaries. All traffic zones were renumbered in geographical sequence. Over 55,000 travel survey cards were given to the public at twelve (12) external station locations, with over 16,000 returned. CRPC staff coded and delivered this information in computer format to the RBA Group. CRPC completed base year and future year forecast of population, dwelling units, occupied dwelling units, total employment, retail employment, and school attendance, for those traffic zones outside East Baton Rouge Parish. Wilbur Smith and Associates provided the same information for East Baton Rouge Parish, as part of the *Horizon Plan*.

CRPC staff made several adjustments to the Wilbur Smith data, as deemed necessary. All of the base year data has been compared to 1990 census data, as it has become available, in order to confirm the accuracy of the planning variables being used in the long-range model.

The 1988 base year network was developed and the model was successfully calibrated. An E+C Network was developed and highway system deficiencies for 2010 were identified. Three test networks were developed as a means of evaluating and eliminating system deficiencies. Additionally, CRPC staff tested all projects listed as part of the East Baton Rouge Parish "Horizon Plan".

The first two test networks were not deemed sufficient in terms of eliminating system deficiencies. As a result, the Transportation Policy Committee and the Transportation Technical Advisory Committee officially adopted test network three as the Long Range Transportation Plan for the Baton Rouge Metropolitan Area. The adopted plan called for significant improvements to major facilities, including 191 miles of widenings, 10 miles of

realignments, 22 new miles of roadway and 10 miles of elevated sections. All of these improvements were placed into three phases spanning to the year 2010, at a cost exceeding \$1 billion.

As part of the *FY 1995 Work Program*, CRPC staff prepared a financially constrained *Long Range Transportation Plan*. This document identified those projects that could be completed through the year 2015, based on average federal, state, and local transportation funds projected to be received in the Transportation Management Area. This plan was revised and an updated 1997 plan was adopted in June 1997. This document identified projects to be completed through the year 2020, based on the same assumptions as the previous plan. The 1997 plan was revised and updated in current 2004. CRPC documents received federal approval in May 2004.

METHODOLOGY

C-1 TRANSPORTATION PLAN REAPPRAISAL (HIGHWAYS)

This work element will include:

- CRPC will continue to reassess the present TSM and Metropolitan Transportation Plan and evaluate existing and prospective new measures for inclusion in the Congestion Management Plan, as required by the Intermodal TEA21 Act of 1998.
- Alternative land use strategies will continue to be tested using the TRANPLAN and other models. Simulated runs will be made to reflect possible changes in the highway network.
- It is possible that work on extending major corridors and an outer loop assessment will be conducted.
- Since Baton Rouge is a serious non-attainment area, TRANPLAN will be used to monitor changes in VMT generated by proposed highway projects that are part of future year TIPs.
- CRPC staff will continue to develop expertise in PC modeling, specifically TRANPLAN, TRANSCAD, PPSUITE, COR-SIM, and other GIS programs. Staff is currently developing skills in the use of intersection assessment analysis software such as *Passer II*, *SYNCHRO*, *COR-SIM* and *Highway Capacity Software* (HCS) including single and multi-lane.
- DOTD will provide a list of state projects to CRPC as the state's input into the FY 2006 TIP.

- CRPC will prepare and submit to FHWA and DOTD a *FY 2006 Transportation Improvement Program* including a **Financial Element**. This document will list all intended highway transportation projects for the next three years for the Baton Rouge Transportation Management Area, including those non-NHS and STP projects approved by the Transportation Policy Committee.
- Socio-economic data will be reviewed to determine the need to meet conformity regulations. Data variables for the expanded traffic analysis zones have been collected and forecasted to 2032. These include population, housing, employment, and school attendance.
- Complete the validation and possibly calibrate the model to the updated Horizon Plan data variables.
- CRPC will provide special effort to analyze and evaluate bicycle and pedestrian and other capacity alternatives to better address TEA21 concerns regarding mobility.
- CRPC will continue a Quick Response Team® (QRT) program to respond to special problems of congestion, project lead times and jurisdictional overlaps. Projects will be identified by local officials and the public and include minor roadway problems that can utilize short term improvements and immediate solutions, such as turn lanes, signals and signal timing projects, signage and pavement markings, sight distance and turning radii, traffic control measures and major termini access. QRTs will consist of representation from the MPO, LADOTD, local government and transportation professionals.

RESULTS/PRODUCTS

Documents showing the results of the Master Transportation Plan and TIP updates. Further information will be documented on land use and air quality conditions in the TMA.

A portion of these funds may be contracted to a consultant through a professional services contract.

Responsible Agencies: CRPC, DOTD

C-2 TRANSPORTATION PLAN REAPPRAISAL (TRANSIT)

This work element will include:

- CRPC will prepare and submit to the Federal Transit Administration (FTA) a *FY 2006 Transportation Improvement Program*. This document will list all intended transit projects for the next five years for the Baton Rouge Urbanized Area. The *Program of*

Projects will also be updated on an as-needed basis.

RESULTS/PRODUCTS

A consistent, ongoing process for updating the Metropolitan Transportation Plan and the Transportation Improvement Program while maintaining consistency with required management systems, air quality conformity and local government requests.

Responsible Agency: CRPC

OBJECTIVE

To utilize the expertise and information of the CRPC Transportation Planning staff and DOTD in providing transportation support services to local governments and interested citizens.

PREVIOUS WORK

Over the years, CRPC has provided technical assistance and planning services to local units of government and various citizen groups. DOTD has provided current and future traffic data for intersection and roadway construction, on an as-needed basis.

METHODOLOGIES

D-1 CITIZEN PARTICIPATION (HIGHWAYS)

This work element will include:

- CRPC will provide presentations, visuals, data summaries and other information as requested at public hearings and citizen meetings on an as-needed basis.
- CRPC will hold public hearings before and after the FY 2006 TIP is approved in accordance with the TEA21 requirements. CRPC will continue the operation of its effective outreach project with CPPC to bring our Long Range Plan to area and sub-area public meetings for presentation and discussion purposes.
- CRPC will continue to create a home page to have dynamic links into the DOTD, DEQ, DNR, and other governmental agencies. This will ensure real-time multiple agency data access and retrieval.
- CRPC will continue implement strategies for engaging minority and low-income populations to ensure compliance with Title VI and Environmental Justice Orders. It is anticipated that participation with the local planning commissions in neighborhood planning district meetings, CATS, and other special interest meetings will be utilized. CRPC will document issues and concerns that are raised in these meetings; and the MPO will incorporate appropriate considerations into the TIP project planning efforts.

RESULTS/PRODUCTS

Reports with maps and tables in hard copy as well as electronic form of analyses of transportation and traffic modeling results. Models used in these analyses include travel demand forecasting, intersection analysis, corridor analysis and sub-area analysis.

A portion of these funds may be contracted to a consultant through a professional services contract.

Responsible Agency: CRPC, EBR CPPC

D-2 CITIZEN PARTICIPATION (PUBLIC TRANSIT)

This work element will include:

- CRPC will provide technical support at all monthly meetings of the Capital Area Transit System (CATS). Staff will also provide presentations and technical support at all public hearings and meetings regarding public transit in the CRPC region.
- CRPC will continue to create a home page to have dynamic links into the DOTD, DEQ, DNR, and other governmental agencies. This will ensure real-time multiple agency data access and retrieval.
- CRPC will implement strategies for engaging minority and low-income populations to ensure compliance with Title VI and Environmental Justice Orders. It is anticipated that participation with the local planning commissions in neighborhood planning district meetings, CATS, and other special interest meetings will be utilized. CRPC will document issues and concerns that were raised in these meetings; and the MPO will incorporate appropriate considerations into the TIP project planning efforts.

A portion of these funds may be contracted to a consultant through a professional services contract.

Responsible Agency: CRPC, EBR CPPC

D-3 TECHNICAL ASSISTANCE (HIGHWAYS)

This work element will include:

- DOTD will derive current traffic data from existing assignments or actual traffic inventories for facility design purposes. Projection of future traffic assignments will be derived through the use of the PC Model. Blanket or ground counts of the existing traffic volumes will be used to assure accuracy of traffic assignments.
- CRPC will provide analysis of specific traffic problems upon the request of local units of government. Proposed changes to the highway network will be analyzed using the TRANPLAN model. Information obtained through these analyses can be used in the update of the TSM System and *Long Range Plan*. CRPC staff, as a technical arm to local governments, public and private entities, will develop and implement short range planning programs/projects on an as needed basis. This task provides CRPC staff with a means to respond to local urban policy issues.
- CRPC will provide technical assistance to local entities to develop projects and programs under TEA21. Where the need for a TEA21 major metropolitan transportation investment is identified, corridor or subarea studies shall be undertaken to develop or refine the plan for design concept and scope of the project.
- CRPC staff will continue to provide the progress and status of emphasis areas of TEA21, the CAA of 1990 and other mandated state and federal requirements to the TAC, TPC, and other entities. Items such as deadlines, schedules and required responses from the local governments to such requirements will be prepared by CRPC.
- Reliable information on current and projected usage and performance of transportation systems is critical to the ability of planning process to supply credible information to decision-makers to support preparation of plans and programs that respond to each locality=s unique needs and policy issues. Staff will seek training courses on topics which are available through NTI and NHI to enhance and maintain their technical capacity.

RESULTS/PRODUCTS

Reports with maps and tables in hard copy as well as electronic form of analyses of transportation and traffic modeling results. Models used in these analyses include travel demand forecasting, intersection analysis, corridor analysis and sub-area analysis.

It is anticipated that some of these activities under this task will be contracted to local governments or consultants through a professional services contract.

Responsible Agencies: CRPC, Local Governments

D-4 TECHNICAL ASSISTANCE (PUBLIC TRANSIT)

CRPC staff will provide a variety of assistance to the Capital Area Transit System (CATS) and the local units of government including:

- Consultation on a daily basis with CATS on all aspects of mass transit operations. CRPC functions as the technical arm of CATS and, as such, provides numerous quick response type studies and reports for the CATS Board. Issues that appear most prominent this year are revenue analyses, service adjustments, and computerization of all CATS operations. CRPC will prepare data on issues such as these, as requested by CATS management and the CATS Board.
- Continuation of the mass transit public awareness program and expansion of the transit information distribution system to various activity centers along existing transit routes. These transit information centers each have a color-coded system route map, individual route schedules, and general information about the transit system and its operation in Baton Rouge.
- Continuation of assistance to CATS to develop and maintain a viable D.B.E. program in coordination with the program presently under CATS.
- Continuation of efforts to obtain on-board passenger counts and demographic information that can be used to assess current service levels, deficiencies, and opportunities. The same effort applies to future planning activities.
- Continuation of preparation of grants and assistance on request for proposals and IFB's.
- Technical assistance on preparation of the various FTA required reports such as the Section 15, Quarterly Progress Reports, etc.
- Continuation of technical assistance to community organizations, public-at-large, and private sector on any transit request for the urbanized area. This also includes the coordination of human services transportation to ensure that transportation services are seamless, comprehensive and accessible to all citizens.
- Continuation of provision of progress and status information to the City-Parish and CATS on the FTA program.
- Continuation of issue specific tasks such as those required for grants that the City-Parish wishes to pursue or CATS management requests.

RESULTS/PRODUCTS

Reports with maps, tables, charts and illustrations in hard copy as well as electronic form of analyses of transportation with special emphasis on pedestrian, bicycle, transit and intermodal results. Models and GIS used for these tasks include TRANSCAD, ArcView, ArcGIS, Main Route and compiled programs.

It is anticipated that some of these activities under this task will be contracted through a professional service contract.

Responsible Agency: CRPC

OBJECTIVE

To provide specialized and legal service planning for CATS.

PREVIOUS WORK

A number of tasks have been completed in this area which provide the transit authority with the necessary policies, processes, operational manuals, regulations, etc. to meet its transportation mission. Previous work included the legal aspects of a regional transportation authority, self insurance, contract procurement, updating the public transportation commission, employment incentives, personnel policy compliance, ADA technical assistance, Title XIX funding potential, fleet liability self-insurance, downtown and civic development studies, security, and revision of route, fare and licensing procedure at CATS, the Public Transportation Commission and the Metropolitan Council levels.

METHODOLOGIES

F-1 OPERATIONS PLANNING

This task is for operational level planning and training activities by CATS staff and the City-Parish Government. This work element will include:

- Purchase of software and training for transit operations, alternative approaches to service delivery, new technologies, FTA training, scheduling, innovative service delivery programs and various applicable planning activities.
- Route level planning, scheduling, and surveying.

RESULTS/PRODUCTS

Software, training, manuals, scheduling and systems development which provides means for data development and access.

Route level planning, scheduling, and surveying.

This activity will be conducted by CATS.

Responsible Agency: Capital Area Transit System

F-2 SHORT/LONG RANGE SAFETY/SECURITY PLANNING

This task would provide short and long term planning efforts in the continuing investigation and development of ways to address safety and security, CATS exposure to fleet liability, general liability, and workers= compensation claims in the following or similar areas:

- Surveillance and security planning
- Short and long term planning for safety and accident prevention
- Long term planning for a possible insurance pool program
- Planning document to address workplace violence
- Planning procedures, claims investigations and resolution program for self-insured retention
- Planning for excess insurance programs
- Planning state remedial legislation

RESULTS/PRODUCTS

Reports with maps, tables, charts, and illustrations in hard copy as well as electronic form of analyses of transportation planning results. Models and GIS used for these tasks include TRANSCAD, ArcView, Main Route and complied programs.

It is anticipated that some of these activities under this task will be contracted through a professional service contract.

Responsible Agency: Capital Area Transit System

F-3 PRIVATE SECTOR GOVERNMENTAL COMPLIANCE PLANNING

This task is for planning work needed for CATS to comply with the multitude of federal, state, and local rules, laws, and regulations applicable to its overall operation and planning efforts. It would include developing materials and information, including procedural manuals or written instructions where applicable, for CATS use in addressing, as needed, the following types of issues:

- Long term planning of legal, financial, and technical capacity requirements, including CATS relationship with the City-Parish Government and CATS status under special state legislation
- Planning documents for human resources and labor policies, including hiring, training,

advancement, compensation, equal employment opportunity and anti-harassment programs, employee pension and other benefit programs, collective bargaining, and termination

- Compliance planning with applicable procurement and DBE regulations
- Short and long term planning for budget, financial and contract matters relative to the generation of income and payment of expenses
- Planning efforts to assist in regulations and liability regarding the transportation of elderly and disabled patrons
- Planning for fare and service changes
- Planning a drug-free workplace for FTA drug and alcohol program compliance
- Planning requirements for keeping federally funded equipment and facilities in good operating order
- Planning for charter rules
- Planning efforts with other applicable laws, regulations, and rules

RESULTS/PRODUCTS

Reports with maps, tables, charts and illustrations in hard copy as well as electronic form of analyses of transportation planning results. Models and GIS used for these tasks include TRANSCAD, ArcView, Main Route and compiled programs.

It is anticipated that some of these activities under this task will be contracted through a professional service contract.

Responsible Agency: Capital Area Transit System

OBJECTIVE

To provide overall management of the transportation program related to FHWA, FTA, and DOTD.

PREVIOUS WORK

Administration of the FY 1975 through FY 2005 UPWPs.

METHODOLOGIES

G-1 ADMINISTRATION (HIGHWAYS)

This work element will include:

- DOTD will provide assistance and guidance to CRPC in the development of individual work tasks, administer the PL contract with the CRPC, attend transportation-related meetings to assure effective implementation of the program, and perform other administrative tasks as necessary.
- CRPC will provide the administration of the *Unified Planning Work Program* tasks funded by PL funds. Included in this effort will be the monitoring of work done under third-party contracts with CRPC. Other activities under this element include development of future work programs, certification submission, quarterly reports, review of planning activities, and any other documentation required by FHWA. CRPC staff will also review and familiarize itself with those requirements pertaining to the *TEA21* and the *Clean Air Act Amendments of 1990*.

RESULTS/PRODUCTS

The preparation of narrative and expenditure reports, routine correspondence, administrative record keeping, billings and all activities documentation pertaining to FHWA funded tasks in the *Unified Planning Work Program*.

Responsible Agency: CRPC

G-2 ADMINISTRATION (TRANSIT)

This work element will include:

- CRPC will develop individual work tasks and administer the DOTD and FTA contracts.
- CRPC will provide the administration of the *Unified Planning Work Program* tasks funded by FTA funds. Included in this effort will be the monitoring of work done under third-party contracts with CRPC. Other activities under this element include development of future work programs, certification submission, quarterly reports, review of planning activities, and any other documentation required by FTA. CRPC staff will also review and familiarize itself with those requirements pertaining to the *TEA21* and the *Clean Air Act Amendments of 1990*.

RESULTS/PRODUCTS

The preparation of narrative and expenditure reports, routine correspondence, administrative record keeping, billings and all activities documentation pertaining to FTA funded tasks in the *Unified Planning Work Program*.

Responsible Agency: CRPC

Program Sub-Category Title
RIDESHARING

OBJECTIVE

To implement a comprehensive ridesharing program in the CRPC Region.

PREVIOUS WORK

CRPC had a ridesharing program during the latter part of the 1970s and the early part of the 1980s. It was terminated due to lack of funds and lack of public interest. Due to the serious non-attainment status attributed to Baton Rouge resulting from the *Clean Air Act Amendments of 1990*, the ridesharing program was re-instituted during FY 1993 and is currently funded under the CMAQ Program.

METHODOLOGIES

TASK - DEMAND MANAGEMENT PROGRAM

According to the standards adopted upon the passage of the *Air Quality Amendments of 1990*, the Baton Rouge Urbanized Area is classified as serious non-attainment. As a serious non-attainment area, there are certain requirements that must be met, including the implementation of a ridesharing program. CRPC is now prepared to concentrate not only on formation of a ridesharing program, but also on other demand management strategies. Work tasks anticipated during this work program cycle under the classification of demand management include:

- CRPC staff will continue to develop its ridesharing program. Areas of emphasis include implementing a fully operational program and providing technical support to entities that have established programs.
- CRPC staff will expand its ridesharing matching program. Emphasis area includes improved software development and targeted employer-based programs.
- CRPC staff will continue to implement the park-and-ride lot program.
- CRPC staff will continue to market demand management strategies directly to major employers. Emphasis will be placed on the distribution of materials related to various demand management programs.

RESULTS/PRODUCTS

- An employer-based ridesharing program.
- A community-based ridesharing program.
- A regional-based park-and-ride program.

It is anticipated that some of these activities will be contracted to a consultant through a professional service contract.

Responsible Agency: CRPC

NOTE: This task will be funded with CMAQ Funds and not PL Funds

TABLE 1
CAPITAL REGION PLANNING COMMISSION
FY 2006 UNIFIED WORK PROGRAM

| | FEDERAL FUNDS | | | | LOCAL FUNDS | |
|---|------------------|----------------|------------------|------------------|----------------|---------------|
| | TOTAL FUNDS | PL | FTA SECTION 5307 | FTA SECTION 5303 | CRPC | OTHER LOCAL |
| A - BASE STUDIES | 599,944 | 457,955 | 20,000 | 0 | 121,989 | 0 |
| A-2 Congestion Management (Hwy) (A,B,C) | 184,944 | 147,955 | | | 36,989 | |
| A-5 Elderly & Handicapped Planning | 12,500 | | 10,000 | | 2,500 | |
| A-6 Air Quality Planning (A,C) | 168,750 | 125,000 | 10,000 | | 33,750 | |
| A-9 Model Enhancement (A,C) | 75,000 | 60,000 | | | 17,500 | |
| A-11 Transportation Plans & Programs (A) | 1525,000 | 100,000 | | | 25,000 | |
| A-14 Data Base Mapping (GIS) (A) | 31,250 | 25,000 | | | 6,250 | |
| B - SURVEILLANCE | 100,000 | 80,000 | 0 | 0 | 10,000 | 10,000 |
| B-1 Land Use and S-E-E | 50,000 | 40,000 | | | 10,000 | |
| C - PLAN REAPPRAISAL | 162,500 | 100,000 | 30,000 | 0 | 32,500 | 0 |
| C-1 Plan Reappraisal (Hwy) (A) | 125,000 | 100,000 | | | 25,000 | |
| C-2 Plan Reappraisal (Transit) | 37,500 | | 30,000 | | 7,500 | |
| D - SERVICES | 425,664 | 188,613 | 90,000 | 59,918 | 84,633 | 2,500 |
| D-1 Citizen Participation (Hwy) | 50,766 | 38,613 | | | 9,653 | 2,500 |
| D-2 Citizen Participation (Transit) | 12,500 | | 10,000 | | 2,500 | |
| D-3 Technical Assistance (Hwy) (A) | 187,500 | 150,000 | | | 37,500 | |
| D-4 Technical Assistance (Transit) (A) | 174,898 | | 80,000 | 59,918 | 34,980 | |
| F - CATS SERVICES PLANNING | 275,000 | 0 | 220,000 | 0 | 0 | 55,500 |
| F-1 Operations Planning (A,B) | 125,000 | | 100,000 | | | 25,000 |
| F-2 Safety/Security Planning (A,B) | 65,000 | | 52,000 | | | 13,000 |
| F-3 Compliance Planning (A) | 85,000 | | 68,000 | | | 17,000 |
| G - ADMINISTRATION | 62,500 | 40,000 | 10,000 | 0 | 12,500 | |
| G-1 Administration (Hwy) | 50,000 | 40,000 | | | 10,000 | |
| G-2 Administration (transit) | 12,500 | | 10,000 | | 2,500 | |
| TOTAL | 1,625,608 | 866,568 | 370,000 | 59,918 | 261,622 | 67,500 |

(A) - All or a portion of these tasks may be done through professional services contracts.

(B) - Local funds from EBR

(C) - A portion of these funds are special PL funds to cover costs for complying with air quality conformity requirements.